

other needed and worthy projects. The City Planning Commission's tentative capital budget for 1947 adds \$300,000 to money already appropriated for plans and specifications. Construction on some of these useful projects has to wait. The trouble is that congestion does not wait, but grows, and we must cope with it on a basis such as here proposed, of taking off the streets any traffic that can be so handled.

A CROSSTOWN EXPRESSWAY

Commissioner Moses and Borough President Rogers have proposed what seems, in its broad outlines, to be an excellent plan for relieving traffic congestion in Lower Manhattan. An elevated, six-lane expressway would provide direct connection between the West Side Highway-Holland Tunnel area and the Williamsburg Bridge, leading to Brooklyn, and later the Manhattan Bridge would also be hooked up, by means of a spur. The idea of a crosstown artery is not new. The logic and need of such an improvement have been long evident. The cost, put tentatively at \$22,300,000, does not seem excessive when measured against the great benefits to be enjoyed. These include swift, direct travel from river to river free of traffic lights, and relief of much congestion in the Canal Street area, which is now pretty well saturated with trucks.

The route chosen, Broome Street for the most part, appears to be a wise one. Broome itself is a comparatively narrow street, choked with traffic and the loading and unloading of large trucks. It is not likely that any other route could be found that would so well combine the advantages of directness and minimum values in buildings to be razed. Widened to 150 feet, with the neatly designed elevated highway in the middle, Broome Street, then become the widest in the borough, would take on an entirely new and improved character, which would be reflected throughout the vicinity.

Traffic studies made in 1940 indicate to what extent relief may be expected if the project ties in with two bridges to Brooklyn. On an average weekday more than 225,000 vehicular trips were made in Lower Manhattan in the slice between Houston and Chambers Streets. Of these trips about 113,000 crossed from East Side to West Side or vice versa, and of these 113,000 as many as 92,000 vehicles were also making trips across the East River to or from Brooklyn. If a good share of these 113,000—many of them are going between New Jersey and Brooklyn—could be put on a new elevated expressway the advantage is obvious. Full realization of this relief would have to await completion of the spur to Manhattan Bridge, and indeed the usefulness of the whole expressway depends greatly on this link and on proper connection with Holland Tunnel to serve traffic leaving the tunnel and avoid all interference with cars entering it.

This project can be developed in stages, but whether it can be started soon depends, of course, on the relative importance that Mayor O'Dwyer and other members of the Board of Estimate give it in relation to many